

Empleados di M&C a Completa Revision di Light Hydrocarbons Units

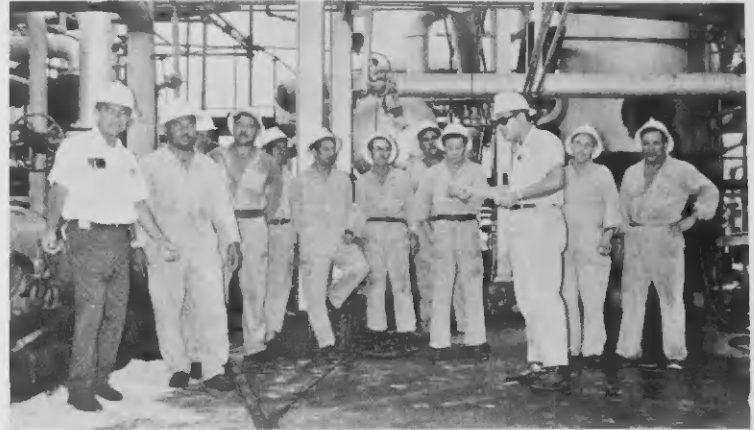
Ariba April 21 como 175 artesanos di Mechanical-M&C cu exito a conclui un revision extensivo ariba e seis unidatnan di Light Hydrocarbons Division. Cu asistencia di personal di Hydrocarbons Division y Mechanical Engineering, e hombernan di ofishi di M&C y supervisor nan a termina e trabao esencialmente segun programa den dos luna di tempo. Esaki ta promer bez desde 1961 cu fuerzanan di M&C a emprende un tal asignacion grandi. Dos factor cu mayor contribui pa atene e obhetonan estableci tabata e flexibilidad demostrá pa e artesanos di M&C y e ehecucion efectivo di plannan di trabao diario door di supervisor nan. President di Lago Roy L. Trusty a eulogia y a felicita tur e artesanos y supervisor nan concerni pa e manera seguro y eficiente den cual nan a ehecuta nan tarea individual.

Mientras trahando 24 ora pa dia den tres warda, e Metal Tradesmen, Equipment Tradesmen, Building & Equipment Tradesmen y Cleanoutmen a traha den unidatnan di LEAR 1 y 2, AAR 1 y

2, ISAR y PCAR revisando towers y heat exchangers, renobando tuberia, drechando pompnan y equiponan electrico y instrumentnan.

E revision di Cat Cracker a inclui trabao for di promer te di 18 piso. Equiponan pisá usá pa varios trabao a inclui varios clase di grua, Ross carriers, forklifts y grua Pettibone. Uno di e tareanan incomun cu personal di Equipment Inspection Seccion mester a haci tabata inspecta varios schoorsteen mientras colgando den un caha di seguridad for di un grua su boom di 200 pia halto.

E cos mas importante realizá durante e revision tabata e trabao sin desgracia door di tur personal di M&C durante e 70,000 ora di trabao ariba e asignacion aki. Door di atencion individual continuo, e hombernan di M&C tambe cu exito a mantene nan excelente record di seguridad di mas cu 3,000,000 ora di trabao sin desgracia. Esaki ta indica cu cada uno di e empleadonan ey tin preocupacion pa seguridad mientras desempeñando nan trabao.



To zero in on safety during the turnaround of the Light Hydrocarbon units, special safety hat decals were distributed to M&C tradesmen. Here Supervisor V. Coffie distributes them to (l to r): (Pa pone enfasis ariba seguridad durante e revision di unidatnan di Light Hydrocarbons, stickers pa sombre di seguridad a ser parti na artesanos di M&C. Aki Supervisor V. Coffie ta parti nan pa (l to r):) Supervisor G. Henriquez, P. Dabian, T. Giel, E. Tromp, J. Fingal, C. Wolff, M. Kelly, A. Danies, J. Ridderstaat, J. Boekhoudt y E. Britten.

Sundal, Frenzel Assigned to Assist In Environmental Control Efforts

In order to more effectively pursue Lago's Environmental Control efforts, S. George Sundal of Mechanical Engineering and B. Frenzel of Process En-

gineering have been assigned to assist in the installation of floating booms, skimming and recovery systems to control oily effluents in the San Nicolas Harbor.



Here Mechanical Supervisor M. R. Maduro hands out safety hat decals to (l to r): Tradesmen M. Vrolijk, M. Carrasquero, G. Tromp, D. Moore, J. Peterson, A. Schwengle and G. Hodge.

Aki Supervisor M. R. Maduro ta parti stickers pa sombre di seguridad na (l to r): Artesanos M. Vrolijk, M. Carrasquero, G. Tromp, D. Moore, J. Peterson, A. Schwengle y G. Hodge.



S. G. Sundal



B. G. Frenzel

gineering have been assigned to assist in the installation of floating booms, skimming and recovery systems to control oily effluents in the San Nicolas Harbor. Bruce Frenzel, who holds a Masters degree in Refining Engineering, is on a temporary assignment at Lago in Process Engineering. His previous experience was at the Baytown Refinery of Humble Oil.

George Sundal, a graduate of

Brigham Young University in Mechanical Engineering, has already been working extensively in this field. In 1970 he was the project engineer in charge of

ARUBA



Lago Oil & Transport Co., Ltd.

NEWS

Editor: A. Werleman - Assoc. Editor: Miss L. I. de Lange
Photographer: J. M. de Cuba
Printed by: Verenigde Antillaanse Drukkerijen N.V.

M&C Men Turn Around Six Units Of Light Hydrocarbons in 2 Months

On April 21 some 175 tradesmen of Mechanical-M&C successfully concluded an extensive turnaround of the six units of the Light Hydrocarbons Division. With the assistance of the LHC and Mechanical Engineering Divisions personnel, the M&C tradesmen and supervisors completed the job essentially on schedule in about two months. This was the first time since 1961 that the M&C forces undertook such a big assignment. Two major factors which contributed to attain the goals established were the flexibility demonstrated by M&C tradesmen and the effective execution of the daily work plans by supervisors. Lago President Roy L. Trusty commended and congratulated all the tradesmen and supervisors concerned for the safe and efficient manner in which they executed their individual tasks.

While working around the clock in three shifts, the Metal Tradesmen, Equipment Tradesmen, Building & Equipment Tradesmen, and Cleanoutmen swarmed the LEAR 1 & 2, AAR 1 & 2, ISAR and PCAR units and

were engaged in reconditioning towers and heat exchangers, renewing piping, repairing pumps, electrical and instrument equipment.

The turnaround of the Cat Cracker included work from the first to the 18th floor. Heavy equipment used for various jobs included several types of cranes, Ross carriers, forklifts and Pettibone cranes. One of the unusual tasks the E.I.S. personnel had to tackle was inspecting several smokestacks while suspended in a safety cage from a 200-ft. crane boom.



The most important achievement during the turnaround was the injury-free performance by all of M&C personnel during the 70,000-man hour assignment. Through continued individual at-
(Continued on page 8)

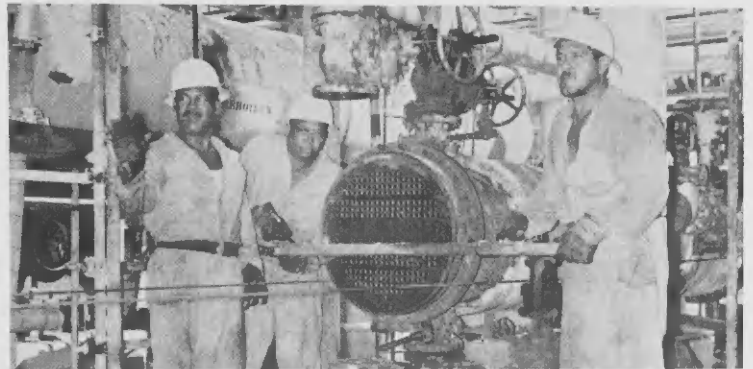
Sundal y Frenzel Lo Asisti Den Esfuerzonan pa Ambiente Limpi

Pa duna mas eficacia na Lago su esfuerzonan di promove un ambiente limpi, S. George Sundal di Mechanical Engineering y B. Frenzel di Process Engineering a ser encargá cu tal trabao riba base di dia completo for di Mei 1. Nan ta traha hunto cu Consehero Pa Ambiente Limpi Ben S. Whitney den tur asuntunan cu ta afecta aire, awa y lugarnan riba tera cu ta keda paden of den vecindario di refinaria.

George Sundal, kende a gradua di Universidad di Brigham

Young como Ingeniero Mecánico, ya a traha basta tempo den e tereno ey. Na 1970 e tabata ingeniero di proyecto encargá cu instalacion di barrera flotante, sistemanan pa pomp y recupera azeta cu por acumula den haf di San Nicolas.

Bruce Frenzel, kende tin grado di Maestro den ingenieria di refinacion, ta na un encargo temporal den Lago su ingenieria di proceso. Su experiencia anterior ta cu refinaria di compania Humble na Baytown.



M&C men performing several jobs during PCAR turnaround are (top picture l to r): T. Giel, J. Fingal, E. Tromp. At left are (l to r): F. Franken, R. Franken, A. Tromp and Supervisor D. Leest.

Empleados di M&C haciendo nan trabao durante revision di PCAR ta (portret ariba - r pa d): T. Giel, J. Fingal, E. Tromp. Den portret na robes, ta (r pa d): F. Franken, R. Franken, A. Tromp y Supervisor D. Leest.



Lago President Roy L. Trusty (left picture) addresses employees from Esso affiliates and Lago who completed a 12-day Process Economics Course in Aruba Sheraton Hotel on April 25. Mr. Trusty here presents course certificates to Adolf Genser (Lago) and A. Richani (Creole - Amuay), extreme right.



President di Lago Roy L. Trusty (portret robes) ta dirigi palabra na empleadonan di afiliados Esso y Lago kende a termina un Curso di Economia di Proceso di 12 dia den Sheraton Hotel April 25. Sr. Trusty ta presenta certificados aki na Adolf Genser (Lago) y A. Richani (Creole - Amuay), mas na drechi.

30 - Year Service Awards - April 1972

William H. Gibbs of Industrial Services-Lago Police, originally began as a Laborer D in the Utilities in 1942, but resigned shortly thereafter. In 1954, he was reemployed as a Patrolman Trainee in the Lago Police Department where he advanced to Patrolman II the following year.

Mr. Gibbs became Patrolman I in 1959, and moved up to Senior Patrolman in 1961. He was promoted to Police Corporal in 1970. On April 19, 1972, Mr. Gibbs completed his 30th service anniversary.

Jose M. F. Courtar of Mechanical-Building Trades, joined Lago as an Apprentice Waiter in the Esso Club in 1941. In 1942 he transferred to Mechanical-Electrical as a Laborer A, and became an Electrician Helper B in 1943.

After serving three years in the local army, Mr. Courtar rejoined Lago in 1946, then went seafaring until 1954. That year he began working in the Mechanical-

Paint Shop as a Yardman. In 1960 he advanced to Carpenter B in Mechanical-Scaffolders.

A Building Tradesman B-Carpenter since 1970, he celebrated his 30th service anniversary on April 23.

Alexander Leon was first employed in Mechanical-Machinist as a Laborer D in 1942. He later advanced to Machinist Helper A in 1945. During the following three years he worked his way up through the Machinist categories advancing to "A" Class in 1949. In 1967 he became an Equipment Tradesman A.

Since 1971, he is an Equipment Tradesman-Machinist in Mechanical-Machinist & CTR. He celebrated his 30th service anniversary on April 27.

William H. Gibbs di Industrial Services-Lago Police, originalmente a cuminsa como un Peon D den Utilities na 1942, pero a kita algun tempo despues. Na 1954, el a ser reemplea como Patrolman Trainee na Lago Police Department na unda el a avanza pa Patrolman II a siguiente anja.

Sr. Gibbs a bira Patrolman I na 1959, y a move pa Senior Patrolman na 1961. El a ser promoví pa Police Corporal na 1970. Ariba April 19, 1972, Sr. Gibbs a cumpli 30 anja di servicio.

Jose M. F. Courtar di Mechanical-Building Trades, a join Lago como un Apprentice Waiter den Esso Club na 1941. Na 1942 el a transferi pa Mechanical-Electrical como Laborer A, y a

bira un Electrician Helper B na 1943.

Despues di sirbi tres anja den dienst, Sr. Courtar a bolbe bin traha cu Lago na 1946, despues el a bai nabe-ga te 1954. E mes anja el a bai traha den Mechanical-Paint Shop como Yardman. Na 1960 el a avanza pa Carpenter B den Mechanical-Scaffolders.

Actualmente un Building Tradesman B-Carpenter desde 1970, el a celebra su di 30 aniversario di servicio April 23.

Alexander Leon promer a ser emplea den Mechanical-Machinist como Peon D na 1942. Despues el a avanza pa Machinist Helper A na 1945. Durante a siguiente tres anjanan el a traha te avanza den e categorianan di Machinist progresando pa "A" klas na 1949. Na 1967 el a bira Equipment Tradesman A.

Desde 1971, el ta un Equipment Tradesman - Machinist den Mechanical-Machinist & CTR. El a celebra su di 30 aniversario ariba April 27.

25-Year Service Watch Recipients - April

- | | | |
|--------------------------|---|--|
| Bernard Kelly | - | Mechanical-Metal Trades |
| Thomas E. Marlis | - | Industrial Services-Lago Police |
| Ottis E. Leverock | - | Industrial Services-Lago Police |
| Candelario Quandt | - | Process-Util. Div.-Acid & Edel. |
| Henflih I. Fradl | - | MCS-Commercial |



Jose Courtar (l) receives his 30-year service award from Mechanical Manager K. L. Well. Below, Mechanical-M&C Superintendent W. Terrell presents 30-year service award to Alexander Leon.



Scrap Metal Sales to Employees Resumed

For the past months, scrap sales to employees have been discontinued at the Salvage Yard. The reason for this is that the former salvage storage space is needed for HDS-II tank construction, and we will not have any space for future stock piling of scrap.

From the time that sales at the Salvage Yard were discontinued, we have received many requests to provide an opportunity for our employees and annuitants to continue to purchase scrap.

Since we do not have the facilities to handle future scrap sales ourselves, we have arranged for our employees and annuitants to purchase from a contractor, the **Aruba Metals Company**, at their **Balashi Scrap Yard**, for the same price that was paid for scrap formerly sold at the Lago Salvage Yard.

The conditions under this new arrangement are as follows:

1. Sales will be held on the second and fourth Saturday of each month. The first sale will be on Saturday, May 13, 1972.
2. Sales time will be between the hours of 7:00 a.m. and 11:00 a.m. on the two days mentioned above — employees and annuitants will not be permitted to buy at any other time.
3. All purchases will be on a cash basis.
4. Each employee and annuitant will be limited to 1500 kgs. of ferrous scrap at each purchase.
5. The sales price for ferrous scrap metal will be Fls. 50.— per 1000 kgs. (the same price as at Lago Salvage Yard).
6. Non-ferrous and other alloy metals scrap, if and when available, may also be purchased in small quantities at the prevailing prices at time of purchase.
7. Sales on the above basis, will be to Lago employees and annuitants only. Employees and annuitants will be expected to identify themselves by showing their badges.

Lago Policemen: Their Work Encompasses More Than Watch and Control

The duties of the Lago Policemen are not only to "maintain law and order" similar to one of the main responsibilities of the government police. Neither are their duties, as some may regard them, to watch and control. In fact, their responsibilities cover a wide range of tasks that have to be performed in a complex refinery such as Lago. They sometimes have a difficult job to do, and not always a pleasant one.

Their main duties, in short, can be defined as: to exercise control on persons and traffic entering and leaving the refinery area, and to protect life and property within the refinery.

The Police shift group has the surveillance during their shift of 660 hectares of land, including one of world's largest refineries. Some of their specific duties, which they have to discharge around the clock, rain or shine, are: control at several gates, including assisting seamen; issuance of badges and car passes; traffic control; traffic accident and special investigations; refinery security patrol; payroll escort; driving ambulances and administration of First Aid; fire-fighting duties for Seroe Colorado area (they are capable of driving and operating all mobile fire equipment). They also handle distribution of company publications at the gates, requests for overtime transportation and lunches, for water and ice deliveries; control on parking stalls, and radio communication for Mechanical radio frequencies on the 4-12 and 12-8 shifts and on weekends and for frequencies of the Lago Police, Fire and Safety Sections.

During each shift, the Corporals have to make several rounds of the refinery, which extends up to the Seaberth. They should then be on the lookout especially for fire, traffic and safety hazards, leaking pipes, tank overflows, and fence security. They also take care of barricading roads where necessary.

On each of the three shifts, there are some seven men on duty, including one Lieutenant, one Sergeant, one Radio Operator and three to four Corporals.

The Lago Police Sergeants and Lieutenants also have the authority of Extraordinary Police-

man and, as such, they have the same authority as the Government Police.

Other non-shift personnel include one sergeant in charge of Lago's lock and key system, one office clerk, and the police chief.

Each Lago Policeman must have followed a basic training program which includes Fire-fighting, First-Aid, Traffic Law, Police Ordinances, Pass and Badge Procedures, Report Writing and some PR functions.

The Sergeants and Lieutenants, in addition, have followed (Continued on page 7)



Lago Police Sergeant P. Faarup (left) and Lt. E. Alvarez at their office at Gate No. 2. Sergeant di Poliz di Lago P. Faarup (robez) y Luitenant E. Alvarez na nan oficina na Porta No. 2.



Corporal R. Ellis at a desk. Corporal R. Ellis na nan escritorio.



Corporal G. Kock on duty at Gate No. 3. Corporal G. Kock na warda na Porta No. 3.



Sergeant C. L. Peterson checks pickup at Gate. Sergeant C. L. Peterson ta check pickup na Porta.



Corporal S. J. Semeleer checks trailer truck. Corporal S. J. Semeleer ta check un trailer truck.



Routine control is made by Corporal G. Kock. Control di rutina ta ser haci pa Corporal G. Kock.

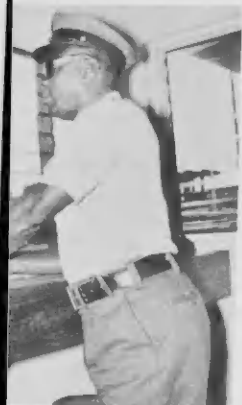


Corporal G. Thomas on refinery patrol duty. Corporal G. Thomas patrullando den refinera.



At shift change (l to r): Corporals and Sergeant.

Poliz di Lago: Nan Trabao Ta Cubri Mas cu Tene Warda y Controla



temporary pass issue
o. 2.
ndo un pas tempora-
No. 2.



Radio Operator T. Croes is one of four who are stationed in the General Office Building.
Radio Operador T. Croes ta uno di cuatro cu ta staciona den Oficina Principal.

Deber di poliznan di Lago no ta solamente "mantene Ley y orden", similar cu un di e responsabilidnan principal di poliz di gobierno. Tampoco nan deber ta solamente, manera hopi hende ta kere, di tira bista y controla. En realidad nan responsabilidad ta cubri un variacion grandi di trabaonan cu mester worde haci den un refineria asina complicá manera esun di Lago. Tin bez nan mester haci un trabao dificil, cu no tur ora ta agradable.

Nan debennan principal, den algun palabra, por worde splicá como: controla personanan y

trafico cu ta drenta den of ta sali for di terenonan di refineria, y proteha bida y propiedad den refineria.

Durante cu nan grupo ta na warda, Poliznan tin cu tira bista riba 660 bunder di tereno, cu ta inclui un di e refinerianan mas grandi di mundo. Algun di e trabaonan especifico cu nan mester haci 24 ora pa dia, sea den awacero of solo ta: control na varios porta, cual ta inclui yuda marineronan; entrega ficha y pas pa autonan; control ariba trafico; investigacionnan di accidente den trafico y investigacionnan especial; patruya di seguridad den refineria; compañía placa di payroll; stuur ambulance y duna promer ayudo; paga candela den Seroe Colorado (nan por stuur y opera tur unidadnan mobil di paga candela). Tambe nan ta atende cu distribucion di publicacionnan di compania na portanan, nan ta atende cu peticionnan pa transportacion y cuminda ora empleadonan traha sobretiempo, pa entrego di awa y ijs; control ariba lugarnan di parkeer auto, y comunicacion pa medio di radio pa Departamento Mechanical di 4-12 y 12-8 y durante fin di siman, y tambe ariba e frecuecianan di Seccionnan di Poliz di Lago, di Paga Candela y Seguridad.

Durante cada warda e Corporalnan mester haci varios turno den refineria, cu ta yega te na e lugar di traca barcu pafor den lama. E oranan ey nan mester vigila especialmente pa candela, peligernan di trafico y pa seguridad, tuberia cu ta lek, tanki cu bai over, y e waya rond di propiedad di compania. Tambe nan ta percura pa blokea caminda segun ta necesario.

Na cada un di e tres wardanan tin siete homber na trabao, cual ta inclui un Teniente, un Sergeant, un operador di radio y tres te cuater Corporal.

Sergeantnan y Tenientenan di Poliz di Lago tambe tin autoridad di Agente Especial di Poliz, y como tal nan tin e mes autoridad cu Poliznan di gobierno.

Otro empleadonan cu no ta traha warda ta inclui un Sergeant encargá cu Lago su sistema di yabi y slot, un klerk den oficina, y Hefe di Poliz.

(Continuá na pagina 8)



They are in charge of this well-equipped ambulance.
Nan ta encarga cu e ambulans bon equipa aki.



Corporals D. H. Hassel and B. M. Sint Jago with one of Lago's nine fire trucks.



Sergeant J. Harms escorts explosive transport.
Sergeant J. Harms ta escolta transporte di explosivos.



Lago Police Radio Operator J. Ras.
Operador di Radio di Lago Poliz J. Ras.



Granger, R. Ellis, J. A. van Stralen, Geerman.



Corporal C. Thielman is here at parking lot duty.
Corporal C. Thielman na su trabao na parking lot.

Gerencia Ta Contesta Bo Pregunta na Telefoon 3500



... Dial 3500 ...

Management Answers Your Questions

P. E Plan di Restablecimiento ainda ta na vigor? E ta inclui tambe Estados Unidos?

C. A ser combiná entre Compañia y Independent Oil Workers Union of Aruba cu den caso ta requeri pa haci ajustamento pa motibo di condicionnan di operacion, Compañia ta bai di acuerdo pa extende ■ Poliza di Restablecimiento di fecha Augustus 2, 1965, pa ■ duracion di Combenio Colectivo di Trabao. Esaki ta documentá den e actual Combenio Colectivo di Trabao den Artículo XXI- Seccion 4 - Restablecimiento.

P. Cuanto anja mas Lago ta pensa di keda refina azeta na Aruba. Of ■ lo menos, cuanto anja mas ■ tin pensá di sigui traha ariba Aruba?

C. No ta posible na e momento aki pa bisa cuanto anja mas Lago lo sigui refina azeta na Aruba. Pero considerando e situacion mundial tocante mercado y demanda pa productos di azeta, nos ta di opinion cu Lago su futuro tin un base sólido.

P. Pakiko Lago no ta traha un club pa empleadonan na Oranjestad?

C. Lago ya ■ bai di acuerdo pa contribui te Fls. 50,000 pa e construccion di un Centro di Recreo pa Empleado door di I.O.W.U.A., cual edificio actualmente ta bao construccion.

P. Cuminzando 1972 Lago lo tin trabao pa graduados di MULO-A? Pakiko Lago no ta duna curso pa graduados di MULO-A, por ehempel, boekhouden, pa asina despues nan por haya un trabao na Lago? Pakiko ta solamente tin oportunidad pa graduados di MULO-B of estudiantes tecnico?

C. Lago su operacionnan ta di naturaleza tecnico y como tal tin mester di capacidadnan cu ta ser sinjá den schoolnan tecnico of científico. Pa tal motibo, mayoria di hende cu nos a emplea recientemente ta graduados di schoolnan tecnico di Aruba y nan mester a sigi nos Programa Preparatorio di Pre-Empleo. De vez en cuando, nos ta emplea un empleado clerical cu tin diploma MULO, pero nos necesidad

pa hende di e tipo di trabao aki ta asina minimal cu nos no por hustifica un programa di training special.

P. Mi kier sabi pakiko Lago no ta laga e watchmen controla ■ autonan cu ta parkeer den ■ sitio di parkeer na Porta Mayor. Hopi di e autonan no ta parkeer bon y hopi bez ta difícil pa un hende saka su auto di e lugar ey.

C. Poliz di Lago ta haci tur lo posible pa controla parkeermento na Porta No. 2. Si e cantidad di trabao ta permiti, un poliz ta ser staciona den e sitio di parkeer.

P. Pakiko Lago no por pone poco mas atencion na ■ hopi pacientnan cu ta sinti lombra pa dokter por yama mas tanto di nan posible pa mira e specialista di lombra durante su bishita anual na e isla, of ta na Lago?

C. Aparentemente e pregunta ta referi na ■ cirujano neurologo kende ta bishita Aruba periodicamente. Gustosamente Depto. Medico di Lago ta referi pa ■ specialista aki cualkier caso cu por ser yudá pa su opinion of trato. Sinembargo, mester ser entendí cu hopi casos di lombra no ta di tipo neuro-cirurgico y nan lo no por beneficia di un tal consultacion.

P. Ta berdad cu tin un rumor pafor cu Lago tin plan pa haci assistants y operators CR? Esey ta berdad, si of no.

C. Aunque ■ pregunta ta puntra cu si tin un rumor, nos ta asumi cu e pregunta su intencion ta pa puntra si tin algo berdad den e rumor. Algun refineria tin "chief operators" kende ta miembros di gerencia, pero ningun di nan cu nos conoce tin tur assistants y operators como CR. Lago no tin plan pa haci tur assistants y operators CR.

Q. Is the resettlement plan still in effect? Does it also include the United States?

A. It has been agreed between the Company and the Independent Oil Workers Union of Aruba that in the event it is required to make adjustments because of operating conditions, the Company agrees to extend the Resettlement Policy dated August 2, 1965, for the duration of the Collective Working Agreement. The above is documented in the present Collective Working Agreement, Article XXI - Section 4 - Resettlement.

Q. How many years more does Lago plan to continue refining oil on Aruba? Or at least, how many more years does Lago plan to continue working in Aruba?

A. It is not possible at this time to say how many more years Lago will continue to refine oil in Aruba. But considering the world situation concerning the market and demand for oil products, we are of the opinion that Lago's future has a solid base.

Q. Why doesn't Lago build a club for employees in Oranjestad?

A. Lago has already agreed to contribute up to Fls. 50,000 to the construction of an Employee Recreation Center by I.O.W.U.A., which building is at present under construction.

Q. Starting 1972, will Lago have jobs for Mulo-A graduates? Why doesn't Lago give courses for MULO-A graduates, bookkeeping, and later on they can get a job at Lago? Why only opportunities for MULO-B graduates or Technical students?

A. Lago's operations are technical in nature, and as such require the type of skills that ■■ taught in schools with ■

technical or scientific orientation.

For this reason, most of the people we have hired recently are graduates of the island's technical schools, and these people have been exposed to our Pre-Employment Preparatory Program. Occasionally, we do hire a clerical employee with a Mulo background, but our need for people of this type is so minimal that we cannot justify a special training program.

Q. Why can't Lago pay a little more attention to the many "back" patients working for her and see to it that the doctors call up as many of said patients as possible to see the "back" specialist upon his yearly visit to the island, or is it to Lago?

A. Apparently the questioner is referring to ■ neurosurgeon who periodically visits Aruba. The Lago Medical Department gladly refers to this specialist any case that may be helped by his opinion or treatment. However, it should be understood that many "back" cases are not of a neurosurgical type, and would not be benefited by such a consultation.

Q. Is it true that there is a rumor outside that Lago is planning to make assistants and operators CR? Is that true, yes or no?

A. Although the question asks if there is a rumor we assume that the question is intended to be whether there is any truth in the rumor. Some refineries have chief operators who are management people but none that we know of have all assistants and operators CR. Lago does not plan to make all assistants and operators CR.



The payloader operator is now sheltered from the yellow dust and heat in his newly airconditioned enclosure. He has also discarded a lot of uncomfortable protective equipment.

Operador di e "chubato" awor ta ser proteha di e polvo geel di azufre y calor den su cabina recientemente airecondiciona. Tambe el a stop di bisti hopi equipo di proteccion.

Chubato Aircondition Ta Mehora Seguridad Y Condicion di Trabao

Autonan cu aparato di aircondition awor ta comun den nos clima cayente, pero Lago tin e unico chubatu airecondicioná riba nos isla. E vehiculo aki ta yama popularmente "chubatu", y ta e unico 'animal' airecondicioná den hardin zoológico di compania. Tin un otro equipo cu yama giraf y tin un cu ta parce un kameel (Ross Carrier).

Actualmente nan ta usa e chubatu aki pa yena zwavel riba waf di planta desulfurador. Recientemente compania a instala un aparato di aircondition den cabina di e chubatu, pa elimina un serie di inconveniencia pa asina e operador haci su trabao eficazmente y cu seguridad. E cabina cu ta 4 pia na tur banda y cinco pia halto, ta probablemente e cabine airecondicioná di mas chikitu riba nos isla.

Anteriormente e operador mester a lora su curpa den cantidad di panja pa su proteccion, e mester a bisti bril di seguridad y otro equipo pa proteha su mes contra stof di zwavel. Pareciendo un astronauta, no solamente calor tabata molestiá, pero tin bez e mester a stop di traha pa e "fria" un poco y sagudi e stof geel for di su panja, limpia su bril pa e por mira mihor.

Cu e problemanan aki completamente eliminá, e operador awendia ta core den su chubatu e la grandi, confortablemente sintá den su cuartico privado caminda e por controla temperatura cu facilidad.

Airconditioned Payloader Improves Working Conditions

Airconditioned cars in a warm climate as ours are quite common but Lago now has the only airconditioned payloader on the island. Popularly called "chubato" in Papiamentu, which means "billy goat" in English, the payloader is the first airconditioned "animal" in the company's mobile equipment "zoo." Other species are the "giraffe" and one resembling a "camel" (Ross Carrier).

This special payloader is used in loading sulfur at the HDS

Pier. The aircooling unit was recently installed in the payloader's cabin to eliminate a series of inconveniences for the operator in carrying out the job efficiently and safely. Measuring 4 ft. square and 5 ft. high, the cabin is probably the smallest airconditioned work space on the island.

Previously, the operator had to swaddle himself in a lot of protective clothing, wear safety goggles and other bulky equipment to protect himself from the

sulfur dust. Looking almost like a spaceman, he not only felt uncomfortable from the heat, but had to stop the loading operation frequently to "cool off" and shake off the yellow dust from his clothes and clean his goggles in order to be able to see better.

With these problems eliminated by the aircooled cabin, the operator now rides his "chubato" in style and in cool comfort in his easily controllable private little cubicle.



The Aruba Amateur Baseball Association board (l to r): D. Ridderstap, A. Rodriguez, B. Werleman, E. Brion, D. Flemming (President), J. Wauben, S. Paul, V. Lane (not in picture B. Wester). The ABBA



island competition started April 21 in the San Nicolas Sport Park, with Veteran Abraham Lake (at left) throwing the first ball. Mr. Lake is a Quartermaster on Lago's tugs.

Lago Police

(Continued from page 4) several Management courses and English Lab.

About the only personnel who are provided with company uniforms, the Lago Policemen are perhaps also the only employees who have such a varied and manifold task and who should, under all circumstances, be calm, courteous and correct.

DECEASED ANNUITANT

JOHN J. BURCHILL, died on March 28, 1972 in the U.S.A. at age 70. He worked in the TSD - Engineering Division. Mr. Burchill retired on June 1, 1957 with over 19 years of service.

Lago's New Fire Truck Is First With 54-foot "Aer-O-Squrt" Boom

The latest addition to Lago's Industrial Services Fire Section is a 1000-gallon-per-minute Air Foam Pumper which is equipped with a 54-ft. articulated "Aer-O-Squrt" boom. Installed on a turntable and hydraulically operated, the boom can rotate a full circle and can rapidly and efficiently provide a master stream of foam or water to fight fires that are hard to get at, over and in elevated pipe banks, floating roof tanks and other high locations where hydrocarbon leaks might require application of water fog to prevent fire. With a vantage height of 54 ft. and an operating pressure of 200 p.s.i.g., the nozzle can be controlled electrically from the rear panel to provide the required fog or straight stream patterns.

The new pumper truck, the first of Lago's fire trucks with the articulated boom, has a capacity of 750 gallons of foam with proportioning capabilities to generate 3, 4 and 6% foam.

Auxiliary water connections at the rear will permit using the boom to provide cooling water at the same time foam can be generated and discharged through the normal 2-1/2-inch discharge outlets.

The boom (called Squrt by its manufacturer, the Snorkel Fire Equipment Company) can be fitted either with a foam or water nozzle.

The truck body and motor, supplied by International Harvester, the fire equipment from National Foam Company, and the Squrt jointly cost approximately Fls. 100,000. This modern fire truck replaces an older-type pumper and again brings the total mobile fire equipment at Lago to nine.

"With this new fire truck, Lago's firefighters now have a unit capable of placing water or foam where it is needed most, where it will do the most good, reach locations that are inaccessible to other mobile units," says Fire Chief Peter Storey.



The new fire truck was commissioned by President Roy L. Trusty (l) and Vice President LeRoy Johnston (2nd r). Showing off their truck here are Fire Chief Peter Storey (2nd l) and Industrial Services Administrator C. C. Lieffers.

E truck nobo a ser poní den servicio door di Presidente Roy L. Trusty (r) y Vice Presidente LeRoy Johnston (2do dr.) Admirando e truck nobo ta Hefe di Bomberos Peter Storey y C. C. Lieffers, Administrador di Servicio Industrial.

Truck Nobo di Paga Candela Ta Promer cu Tin Braza di 54 Pia

E mas reciente equipo cu a yega pa Lago su Seccion di Paga Candela den Servicionan Industrial ta un truck cu por pomp 1000 galon pa minuto di scuma combiná cu aire, y cu ta equipá cu un braza di 54 pia cu yama "Aer-O-Squrt". Instalá ariba un disco cu ta drei y cu operacion hidráulico, e braza por drei un circulo completo mientras e ta spuit rapidamente y eficazmente un choro principal di scuma of awa pa paga candela den lugarnan caminda ta difícil pa hende yega, ariba gruponan di tuberia na lugarnan halto, dak flotante di tanki y otro sitionan caminda lek di hidrocarburo por requerí spuitmentu di awa pa evita candela. Cu un altura ventahoso di 54 pia y presion di operacion di 200 liber pa duim cuadrá, e boquero por worde dirigi cu electricidad for di un panel patras di e truck pa asina spuit un choro di awa of nubia di awa segun mester.

E truck nobo pa pomp awa ta Lago su promer truck di paga candela cu un braza cu por dobla; e tin un capacidad di 750 galon di scuma y por ser controlá pa traha scuma di 3, 4 or 6%.

Coneccionan auxiliar na parti patras di e truck por haci posibel pa e braza spuit awa pa fria candela, mientras cu e por traha scuma y spuit e pa medio

di su tubonan di descarga di 2 1/2 duim.

E braza (cual su fabricante ta yama Squrt y ta trahá door di Snorkel Fire Equipment Company) por worde usá cu un boquero pa sea scuma of awa.

Curpa y motor di e truck a bini di International Harvester, equipo di paga candela a worde entregá door di National Foam Company, y huntu cu e Squrt nan costo total ta f. 100,000.—. E truck moderno aki pa paga candela ta reemplaza un otro truck pa pomp awa, y ta trece Lago su trucknan pa paga candela na nuebe.

"Cu e truck di paga candela nobo aki, Lago su grupo di bomberos tin un unidad cu por spuit awa of scuma caminda ta mas necesario, caminda e por produci loke ta mas bon, y e por yega na lugarnan caminda otro unidadnan móbil no por yega", asina Hefe di Seccion di Bomberos Peter Storey ta bisa.



New feature is articulated boom, shown here in action.

Novedad di e truck ta su braza largo, aki den accion.

Poliznan di Lago

(Continuá di pagina 5)

Cada Poliz di Lago mester a sigi un curso basico di entrenamiento, cu ta inclui Paga Candela, Promer Ayudo, Ley di Trafico, Ordenanzanan di Poliz, Reglanan di Pas y Ficha, Scirbi Rapport y algun trabaonan di relacion publico. Fuera di esey, e Sergeantnan y Tenientenan a tuma varios curso di gerencia y

idioma Ingles.

Siendo casi e unico empleadonan cu tin uniform di Compania, Lago su Poliznan tambe ta e unico empleadonan cu tin un encargo di trabao asina variá y cu tantu asunto pa atende, y pesey bao di tur circunstancia nan mester ta calma, cortes y correcto.

M&C Men

(Continued from page 2)

tention, the M&C men also successfully upheld their excellent safety record of over 3,000,000 manhours without a disabling injury. This is indicative that every single employee cares about safety as well as getting the job done.